I Claim:

1.   A passenger vehicle accessory comprising a web
adapted to be drawn across a portion of a vehicle and having an
elongated withdrawing element adapted to be retained in the
vehicle, said element comprising:

a tube extending over at least a portion of a length of
said element and formed with at least one constriction;

a carrier having an elongated first portion in said
tube and a second portion extending out of said tube and provided
at an end with a formation engageable with said vehicle so as to
be retained thereby, said first portion having a thickened end
with a cross section substantially greater than a cross section
of a shank of said first portion adjacent said thickened end; and

a deformation body of deformable material on said
carrier, fixed on said thickened end and positioned so that said
constriction forms directly or indirectly a stop for said
deformation body, said thickened end having surfaces exerting
thrust on said deformation body in the direction of said
constriction whereby, upon high loading of said element in case
of a crash, said surfaces cause compressive deformation of said
body enabling said body to take up kinetic energy of loading of
said element.

1   2.   The passenger vehicle accessory defined in claim 1
2   wherein said web is a net withdrawn from a housing by a bar
3   connected to a top of said net and formed by said element, said
4   formations being engageable in brackets in said vehicle, thereby
5   forming a safety device in said vehicle between a cargo
6   compartment and a passenger compartment.

1   3.   The safety device defined in claim 2 wherein said
2   thickened end is formed in one piece with said shank.

1   4.   The safety device defined in claim 2 wherein the
2   cross section of said carrier at said thickened end is
3   substantially T-shaped.

1   5.   The safety device defined in claim 2 wherein, in
2   case of a crash, said deformation body is subjected to
3   compression and deformation over substantially an entire axial
4   length of said deformation body.

1   6.   The safety device defined in claim 2 wherein said
2   deformation body is formed on said shank and said thickened end
3   by injection molding of a synthetic resin therearound.

1   7.   The safety device defined in claim 2 wherein said

2   deformation body is formed from at least two parts connected

3   together around   said shank and said thickened end.

1   8.   The safety device defined in claim 7   wherein said

2   parts are substantially shell shaped and are directly fastened

3   together around said shank and said thickened end.

1   9.   The safety device defined in claim 8 wherein   said

2   parts are clipped together,

1   10.   The safety device defined in claim 2   wherein

2   said shank is impressed to form a pair of projections enabling

3   said tube to be compressed thereagainst to form said

4   constriction.

1   11.   The safety device defined in claim 2   wherein

2   said carrier is formed from steel and said deformation body is

3   formed from a synthetic resin.

1   12.   The safety device defined in claim 2   wherein

2   said deformation body is formed with at least one expansion space

3   into which material of said deformation body flows upon axial

4   compression of said body.

1   13.   The safety device defined in claim 12   wherein

2   a first expansion space is formed between an outer surface of

3   said deformation body and an inner surface of said tube.

1   14.   The safety device defined in claim 13 wherein a

2   second expansion space is formed by at least one axial groove

3   provided in said deformation body.

1   15.   The safety device defined in claim 2   wherein said

2   deformation body is provided with at least one rib extending

3   axially on said body substantially an entire length of said shank

4   of said first portion between said thickened end and said

5   constriction.

1   16.   The safety device defined in claim 2   wherein said

2   thickened end has a cross sectional area at least 1.3 times a

3   cross sectional area of said shank.

1   17.   The safety device defined in claim 16   wherein

2   said cross sectional area of said thickened end is about two

3   times the cross sectional area of said shank.

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